

The Hongkong Telegraph.

(ESTABLISHED 1881.)
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November 9th, 1911. Temperature 10 a.m. 72 4 p.m. 70; Humidity...65, 58.

November 9th, 1910. Temperature 10 a.m. 71, 4 p.m. 70; Humidity...92, 65.

No. 8631

號十二月九年三統宣

FRIDAY, NOVEMBER 10 1911. 五拜禮

號拾月一十美港香

838 PER ANNUM.
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TELEGRAMS.

THE REBELLION.

[Service To The "Telegraph"]

COURT TO REMAIN.

Bombay, Nov. 8, 2.15 p.m.

Router's correspondent at Peking states that the Court does not intend to leave the capital.

The Empress Dowager has given three million gold taels to meet the extraordinary expenditure.

NORTHERN ARMY MUTINOUS.

The Third Division of the Army, which had been ordered to Peking, declined to fight the rebels.

PEKING'S CRITICAL STATE.

Durban, Nov. 9, 11.50 p.m.

Router's correspondent at Peking states that General Chang, with twenty thousand troops, is outside Peking. He has cautioned the consuls to take precautions for fear of Manchu resistance. The consuls have replied that it would be better for the troops to remain outside.

UNCERTAIN TEMPER.

Excitement is growing in Peking. Two thousand Manchus fled after the assassination of General Wu, and entered the city as did also 2,300 recruits. It is estimated that altogether 22,500 Manchus troops are in Peking, whose temper is uncertain.

FOOCHOW CAPTURED.

Durban, Nov. 9, 7.40 p.m.

Foochow has been captured by the rebels after a short resistance. The various yamens have been burnt down. The foreigners are safe.

CANTON'S INDEPENDENCE.

Durban, Nov. 9, 7.40 p.m.

Router's correspondent at Hongkong states that independence has been declared in Canton. A salute was fired and the Dragon Flag lowered.

TIENSIN CAPTURED.

Shanghai, Nov. 9.

The revolutionists have captured Tientsin.

REPUBLICAN APPOINTMENT.

The Republican Government have despatched Mr. Wong Chung-wai, a Cantonese, to Shanghai, to assist in the administration of foreign affairs.

INDEPENDENCE AT ANHWEI.

Flags of independence have been hoisted in the province of Anhwei, and H.E. Chu Ka-po, the Governor, has been elected Commander-in-Chief.

BATTLE OF NANKING.

The fight between the revolutionists and the soldiers of the garrison at Nanking has resulted in a victory for the former. The Viceroy's yamen has been burnt down.

BANNERMEN SURRENDER.

The Bannerment troops at Chungking have given up their arms and surrendered to the rebels.

ANOTHER REBEL SUCCESS.

Yueghow in Kiangsu has been captured by the revolutionary forces.

TAOTAI GOES OVER.

The Shanghai Taotai, Lui In-yik, has gone over to the rebels and has been appointed by the republican government as commercial diplomatic adviser at Shanghai. — Shanghai Po.

TELEGRAMS.

THE REBELLION.

AFFAIRS IN KWANGTUNG.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, Nov. 9.

The district of Huingshan has fallen into the hands of the revolutionaries. When they entered the city they were greeted with a volley of crackers and the city gates were left open for them. The Dragon flag was lowered and the republican flag was displayed in its place. Owing to the fact that the Magistrate "Tun" was a useful and popular servant he has been retained in office and now takes charge of the district. Business is proceeding in Shekki as usual.

As a means of celebrating yesterday's momentous events all prisoners convicted of minor offences were liberated from the prisons at Canton, while those convicted of more serious crimes are merely detained awaiting instructions from the Republican Government.

IN CANTON.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, Nov. 9.

Last night and early this morning matters looked rather ugly, but later it was found that the Government would turn over to the Revolutionists at noon, and this proved true, on the raising of the Revolutionary flag on the police station; the Chinese were most enthusiastic—clapping hands, cheering and setting off crackers by the thousand. The Viceroy was smuggled into Shamshien last night or early this morning and left for Hongkong early this morning on board the British torpedo boat Handy. A detachment of British marines arrived this morning, and Capt. Corbett, of the British Navy, is here as senior Naval officer. Until his arrival Captain Edgar of the "Wilmington" was senior officer.

Matters are quiet, and there has been little or no fighting.

REBELS IN FOOCHOW.

[THE "TELEGRAPH" CORRESPONDENT.]

Foochow, Nov. 9.

The telegraphs, forts, arsenal, bank and Chinese city are in the hands of the rebels. Everything is quiet in the Foreign Settlement.

THE WAR.

RIOTING AT TUNIS.

[SERVICE TO THE "TELEGRAPH"]

Bombay, Nov. 8, 2.15 p.m.

Three Italians were killed in rioting at Tunis on Wednesday. Many armed natives have been arrested.

GREAT BRITAIN AND MEDIATION.

Bombay, Nov. 9, 7.50 a.m.

At question time in the House of Commons yesterday Mr. Acland, Under Secretary of State for Foreign Affairs, said the Government were not precluded by the declaration of neutrality from offering mediation, but the views of Italy and Turkey were so divergent that no basis of mediation exists at the present time.

TELEGRAMS.

HOME POLITICS.

PREMIER'S SPEECH.

[SERVICE TO THE "TELEGRAPH"]

Durban, Nov. 10, 2 a.m.

At a Guildhall banquet last night the Lord Mayor, Sir Thomas Crosby, presided over the usual brilliant assemblage of Cabinet Ministers, Ambassadors, Peers, members of the House of Commons, the Archbishop of Canterbury, Bishops, judges, representatives of the Navy and Army, and prominent leaders in finance and commerce.

Mr. Asquith made an important speech devoted to Imperial and Foreign Affairs.

PREMIER'S REGRET.

The Premier opened his speech by paying a generous tribute to Mr. Balfour and by expressing his unfeigned and profound regret at the announcement of his resignation. He acknowledged that an irreparable loss was caused by his withdrawal from the constant change of out and thrust involved in daily life in Parliament.

A GENEROUS TRIBUTE.

He hoped and believed that many chapters of Mr. Balfour's career had still to be written by the pen of history. It would be long before they would again see in the forefront of politics a personality so invaluable to his friends, so formidable towards his foes, so interesting and attractive to friends and foes alike, with such a unique combination of gifts and powers as made Mr. Balfour by universal consent the most distinguished member of the greatest deliberative assembly in the world.

IMPERIAL AFFAIRS.

Turning to Imperial affairs the Premier referred to the illustrious and world-wide concourse of people which celebrated the Coronation. He said the representatives of foreign countries then witnessed in Westminster Abbey as impressive a demonstration as the annals of the nation can afford of unity in a great state, of continuity in its history, and of assimilating and incorporating forces which can hold together a world-wide empire by ties of loyalty and liberty.

ROYAL TOUR.

"On the day after to-morrow," the Premier proceeded, "their Majesties start on the first visit a British Sovereign has ever paid to his Indian dominions, and I need not say in your name and that of the whole empire that they carry with them the hopes and prayers of all their subjects."

THE COLONIAL CONFERENCE.

"By a happy coincidence, this year of Coronation was marked by the first meeting of the Imperial Conference. For the first time representatives of the great dominions were admitted into full confidence regarding the aims and methods of our foreign policy, and having surveyed together the strategic aspects of the Empire we were able to come to a complete agreement concerning the reciprocal parts we were to take in its naval and military defence. The proceedings of the Conference marked a significant advance in the policy of co-operation without centralization which is growingly recognized by the best statesmen of our Empire and of the British policy."

TELEGRAMS.

HOME POLITICS.

LABOUR TROUBLES.

At home during the year there had been a succession of troubles between Labour and Capital which in some cases had led to a resort to the barbarous methods of industrial warfare. He said barbarous and cruel form of arbitrament, in the economic not less than in the international sphere. He said nothing about the rights or wrongs of the disputes except that he believed that none of them was incapable of reasonable adjustment. The Government had not escaped criticism. He affirmed, however, that the attitude of the State should be one of impartiality but it could not, especially when the interests of others besides the combatants were involved, be an attitude of indifference.

GOVERNMENT'S DUTY.

The Government was faced with two clear duties: It must exhaust all opportunities to provide machinery for conciliation and it must secure the public against a stoppage of supplies and a suspension of indispensable services.

CHINA'S TROUBLES.

Looking abroad, there was much to arouse anxiety. China was in the throes of a revolution and it would be rash and improper to hazard an opinion as to the outcome of the struggle, but he was glad to say that as far as the foreigners were concerned there seemed to be no reason to apprehend immediate danger. Warships had been sent to the principal scenes of disturbance but that was merely for protection of British ships, and of other foreigners if unprotected.

"We have no disposition," said the Premier, "to interfere in any way in the internal affairs of China and we wish her a peaceful and progressive future."

ITALO-TURKISH WAR.

Nearer home the peace of Europe was unhappily disturbed by the war between Italy and Turkey. Regarding that war they declared, and intended to pursue, a policy of strict neutrality. Many people strongly desired that they should make an effort towards mediation, and none was more anxious than the Government, if a fit opportunity rose (loud cheers). The other Powers shared the same desire and they were in constant communication with them on the subject. Mediation was more likely to be successful if it came conjointly from the Powers than if it was the isolated action of one Power (cheers). He emphasised the point that it would be useless to submit proposals of mediation without having a basis that would be acceptable to both of the combatants.

FRANCE AND GERMANY.

It was a satisfaction to turn to welcome the happy conclusion, so honourable to the statesmanship of the two great countries, of the negotiations regarding Morocco, between France and Germany. The settlement was a relief to Europe, for it removed perhaps the greatest obstacle to the smooth working of European diplomacy. "Our own gratification at the happy results is none the less profound and sincere because we have been suspected in irresponsible quarters of looking coldly upon the negotiations, and even of a disposition to hamper their success." He declared with great emphasis that nothing could be further from the truth. There was no secret about the aims and ends of the British policy.

TELEGRAMS.

HOME POLITICS.

NO CAUSE FOR QUARREL.

The Premier concluded:—"Where British interests are involved it is our business to safeguard them; where treaty obligations come in, it is our duty to fulfil them; where we establish friendships and understandings we seek to maintain them loyally and intact, but our friendships are neither exclusive nor jealous. We have no cause of quarrel with any nation, nor with such a history and Empire as our own have we any disposition to curtail or fetter the natural and legitimate aspirations of others. We rejoice sincerely at every settlement which removes, upon honourable and durable terms, outstanding differences, which clears the mists of misunderstanding from the international atmosphere and which broadens the foundations of peace and goodwill in Europe and the world (loud cheers)."

MR. BALFOUR PRAISED.

Bombay, Nov. 9, 11.45 a.m.

At the Tariff Reform League banquet given at the White City Mr. Austen Chamberlain said that when the Unionists were returned they would put the principles of Tariff Reform and Preference on the Statute Book without a further mandate.

The papers interpret this as meaning that there will be no referendum. They unanimously deplore the resignation of Mr. Balfour, and both sides are unstinting in their praise of Mr. Balfour's personal and intellectual qualities, and say that he has been a great Parliamentary leader and has rendered inestimable services to the Empire, notably in the strength he displayed in saving the Empire from disaster in the South African war.

WANE OF STRENGTH.

The general opinion is that Mr. Balfour's decision is irrevocable, as it is undoubtedly due to want of physical strength. The papers pay a tribute to the consideration shown in choosing a quiet time politically to enable his successor to accustom himself to the position before the battle in the next session, and also when he had revindicated his authority as leader of the Party.

THE SUCCESSOR.

Owing to party differences Mr. Austen Chamberlain, representing modern industrialism, and Mr. Walter Long, the country aristocracy, it is possible that neither will succeed Mr. Balfour, but that there will be a "compromise leader," Mr. Bonar Law, Mr. Lytton, and Sir Edward Carson being mentioned in this connection.

PROPORTIONAL REPRESENTATION.

Durban, Nov. 9, 8.35 a.m.

Earl Grey has accepted the vice-presidency of the Proportional Representation Society.

THE POLITICAL SITUATION.

Durban, Nov. 9, 7.40 p.m.

Lord Lansdowne and Mr. Austen Chamberlain held a conference to-day, which lasted for an hour. — Reuter.

TELEGRAMS.

GERMANY AND JAPAN.

COMMERCIAL TREATY.

[SERVICE TO THE "TELEGRAPH"]

Bombay, Nov. 9, 7.50 a.m.

The Reichstag has passed the second reading of the new Commercial Treaty with Japan.

The Government pointed out the advantages acquired under the Treaty, especially the right of Germans to acquire land.

Speakers in the debate complained that the concessions to Japan were made at the expense of the German silk industry.

Herr Delbrueck, Minister for Foreign Affairs, emphasised that Free Trade Britain had been unable to obtain from Japan better terms than Protectionist Germany. Japan had resolved to adhere to the principle of high tariffs.

Deputy Werner maintained that Japan had succeeded all along the line. Japanese immigration and the Yellow Peril were coming to the front. The Chinese revolution showed how threatening was the danger. The silent Mongolian was the worst enemy of European civilization. — Reuter.

ROYAL TOUR.

THE DETAILS.

[SERVICE TO THE "TELEGRAPH"]

Bombay, Nov. 9, 7.50 a.m.

The P. & O. steamer Medina, on which Their Majesties the King and Queen voyage to India, will arrive at Gibraltar on December 14 and leave the following day. Their Majesties will not land. The vessel will reach Port Said on the evening of the 20th and the Khedive will lunch on board on the 21st.

The Medina will arrive at Aden on the morning of the 27th. The King will land in the evening, and will receive an address.

Their Majesties will land at Malta and Gibraltar on the homeward voyage. — Reuter.

HOME RACING.

LIVERPOOL CUP.

[SERVICE TO THE "TELEGRAPH"]

Durban, Nov. 9, 8.35 p.m.

The following are the probable starters and jockeys in the Liverpool Cup, run to-morrow:—King William (F. Wootton); Trepida (Winter); Succor (Riekaby); Hair Trigger II (Clark); Atmah (Fox); Holot (Trigg); Anchora (Piper); Willaura (Hurley); Hamerton (Stokes); Knight of Honour (Ringstead); D. smen; Pullin; Duke Michael; and Aviator. — Reuter.

TELEGRAMS.

CHINA ASSOCIATION.

ANNUAL DINNER.

[SERVICE TO THE "TELEGRAPH"]

Bombay, Nov. 9, 12.45 p.m.

At the annual dinner of the China Association Sir Charles Dudgeon, who presided, referred to the present crisis in China and dwelt upon the danger of an abject surrender of the Government to popular clamour, which would encourage impossible demands. The Chairman also referred to the extreme danger, unless a truce were made, of the combatants getting out of hand and attacking foreigners and foreign interests, leading to complications of which none could foresee the consequences.

Referring to the opium question, Sir Charles said the extraordinary revolution witnessed would have been impossible except through the people themselves.

He concluded by eulogising the work of Sir Robert Hart in China. — Reuter.

THE TAXICAB STRIKE.

TEMPORARILY SETTLED.

[SERVICE TO THE "TELEGRAPH"]

Durban, Nov. 9, 7.40 p.m.

The taxicab strike in London has been temporarily settled. Details have not been divulged. — Reuter.

FRANCE AND GERMANY.

THE SETTLEMENT.

[SERVICE TO THE "TELEGRAPH"]

Durban, Nov. 9, 8.35 a.m.

Reuter's correspondent at Berlin says that a memorandum prepared by the Colonial Office and distributed in the Reichstag said France has ceded 275,000 square kilometres and Germany 12,000. The economic value of the new German territory must be estimated on the basis of its future development and not on its present backward condition, which is attributed to French stepmotherly administration by the concessionary company system. — Reuter.

OBITUARY.

[SERVICE TO THE "TELEGRAPH"]

Durban, Nov. 9, 7.40 p.m.

Lord Rendlesham is dead. — Reuter.

[Frederick William Brock Thellusson Rendlesham (5th Baron) was born in 1810, and in 1860 married Lady Edith Montagu, by whom he had eight children. The estate comprises about 20,100 acres, the heir to which is the Hon. Fredk. A. C. Thellusson.]

MR. CLARK RUSSELL.

The death is announced of Mr. William Clark Russell, the famous novelist. — Reuter.

[Mr. Clark Russell was 51, when, in 1875, he created a sensation by issuing "The Wreck of the Great Eastern." From that point his success was assured. He was in the merchant service for 15 years.]

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**RESERVE LIABILITY OF PRO-
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Wm. DICKSON,
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 Hongkong, 14 May, 1911. [22]

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 ACCOUNTS.**
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TAKIO TAKAMICHI,
 Manager.
 Hongkong, 26th Sept. 1911. [18]

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A. KOEHN,
 Manager.
 Hongkong, 9th Oct. 1911. [2]

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F. C. MACDONALD,
 Acting Manager.
 [260]

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 Hongkong, 1st May, 1911. [1100]

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Hongkong, 20th April, 1911. [497]

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WYNDHAM STREET (Flower St.) ESTABLISHED 1906. [1978]

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WYNDHAM STREET (Flower St.) ESTABLISHED 1906. [1978]

OUR CONTEMPORARIES

What They Think.

China Mail.

The Revolution—And After.

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councils of such foreign advisors

as we have in mind, China will

find that she could obtain ready

access not only to the best that

Europe and America have to offer,

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tance to her material development,

ready access to the cheap capital

of the West. China in her pre-

sent state of industrial and agri-

cultural development is not pro-

vided with the stores of ready-

cash which the new order of

things will render absolutely

necessary if the wheels of pro-

gress are not to be hindered at

the very outset. She will not,

however, be able to get at that

money unless she engages foreign

advisors, or failing that, institutes

some sort of foreign Board of Con-

trol which would guarantee the due

repayment of loans and see to the

proper disposal of the funds. Japan

was able to dispense with her for-

eign advisors in something not

much over a quarter of a century,

and China would no doubt find

that time also ample for her needs.

It is only along such lines as these

that we see salvation for China. To

pursue any other course will but

lead to a confusion worse than the

present, to the eventual dismem-

berment of the Empire and possi-

bly to the starting of a conflagra-

tion which will involve the whole

civilized world.

Daily Press.

Likin.

Mr. Olesen, Commissioner Cus-

toms, who until a few of

months ago was in charge at

Canton, says in his report on

the trade at this centre during

1910: "Until the question of

likin is disposed of in a way

that will not penalize the carriage

of goods by rail, it is certain that

commerce cannot derive any ap-

preciable benefit from railway

extension. The day must surely

come, however, when it will be

obvious that, in order to admit of

the railways earning a full return

on the enormous sums invested in

them, a readjustment in the pre-

sent methods of inland taxation

on goods in transit is indispen-

sable. The resultant benefits to

be derived from such a reform—

directly by the railways and in-

directly by the trade, the Imperial

revenue and the nation at large—

are simply immensurable, and

THE HALF-TALENT.

Dr. Max Nordau on Mediocrity and Ambition.

Dr. Max Nordau, the most gifted as well as the most celebrated of the foreign correspondents in Paris, undertakes some explanation of talent in "La Revue." He recalls a definition that he gave in his well-known "Psychophysiology of Genius and Talent." "A man of talent is one who habitually accomplishes certain forms of activity better than the majority of those who have sought to acquire the same aptitude." "The fundamental element is limitation. Nearly every man, normally developed, is capable of imitation. Just as is our pre- or sub-human cousin, the monkey. Imitation presupposes a model and an effort to resemble it; in consequence, an exercise, a study. In short, talent can be learned, and, up to a certain point, every normal man can form a talent. Out of every two men, one has talent."

"One might go further and say: 'Talent is the active, energetic side of culture.' In our day, culture is universally extended; so is talent. If there is a proletariat of liberal professions, there will soon be a proletariat of talent. The student, with his diploma, is no longer assured of a livelihood, and the poet provides highly civilized people with a painful problem in social economics. Talent guarantees the daily bread as little as it offers satisfaction to vanity. Side by side with the mortal distress of the proletariat, talent, are intimate moving tragedies of wounded and broken pride."

Tragedy of Imitation

Originally, the half-talent is unconscious of its insufficiency and sees neither the feebleness nor the defects of its creation. The tragedy of the imitator without critical judgment and in love with himself, who is persuaded that he creates *chefs d'œuvre* and does not understand why the world does not recognize them as such, has yet to be written."

Pursuing this theme, Dr. Nordau says the salons have become one of the terrors of great towns. The occupation of painter and sculptor would be a noble pastime, but, in making it their profession, many of the exhibitors degrade themselves into beggars waiting for orders as for alms. Would they not be prouder folk if they were soap-makers and cafe waiters instead of being persuaded that they were of the chosen and talented few?

In literature, it is worse. Nineteenth of the aspirants, who almost reach the level required, remain perpetually unknown, outside their particular circle, and pass through their unsuccessful lives as victims of an optical illusion as to the extent of their capacity.

Genius Rare.

When they complain of the success of some others, they are not altogether in the wrong, for original geniuses are as rare as mas terpieces. Success is generally obtained by works of an average, or below the average, merit. It is due to external circumstances, having nothing to do with literary value. It may be due to a caprice of fashion, to the sentiment of the moment, to the clever "writing up" of a sensational event, to personal relations between the author and the critics, to the *savoir faire* of a publisher, to advertisement when it is not simply inexplicable, stupid accident. If in the thirty thousand new works that appear every year, five, or perhaps ten, have a brilliant career without being notably better than the frightful mass of those who remain obscure, it is little more than the blind fatality of a lottery.

Finally, says the famous critic, it is better to have no talent at all than a tiny talent joined to an ambition sufficient for the most prodigious genius.



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The doctor's parting caution emphasises a conviction based upon knowledge and experience. The doctor knows that the ordinary "tonic" is nothing but a temporary stimulant. He knows that his patient needs something which will actually nourish the run-down nervous system—which will convey to the cells the very substance of which they are built up, and he knows that this very substance is scientifically combined in Sanatogen, which is in truth a definite organic compound of pure milk-protein and glycerophosphate of sodium, the two great essentials for nerve repair.

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The doctor knows that the claims made for Sanatogen have been abundantly verified by scientific investigation—that its merits have been acclaimed by leading authorities and by thousands of his brother physicians. Last, but not least, he knows from his own experience what Sanatogen is capable of doing. He has watched its rejuvenating effect upon people whose nerves had been undermined by worry, overwork or illness. He has observed, too, how wonderfully it improves appetite and digestion, how it promotes sleep, how it conveys fresh vigour and vitality to the overworked body and mind—in short, how wonderfully it strengthens the forces that make for perfect, vibrant nerve-health.

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Dr. Behm, writing in the "Colombo Independent," says:—"If any remedy should find the widest appreciation in tropical countries it is Sanatogen. Not only in my opinion, but in the opinion of many well-known medical men, there is no preparation which is as powerful to restore vitality, no better tonic and none more suitable to convalescents from tropical diseases."

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The Hon. Mr. Justice Robertson, Judge of the Supreme Court, Lahore, Punjab, writes:—"My experience with Sanatogen has been very favourable. I took it for some months during the most trying season of the year, and found it a great strengthener."

Sir Charles A. Cameron, C.B., M.D., etc., writes:—"Sanatogen is a substance of the highest nutritive value, containing food of a large amount of organic phosphorus, in exactly the form in which it can be easily absorbed. It is an excellent nerve food."

Mr. Shirley Trevelyan, Editor of "Capital," 98, Clive Street, Calcutta, writes:—"I cannot speak too highly of Sanatogen, it not only kept me up during a sharp attack of fever, but afterwards restored me once more to full vigour. In fact, I was better and stronger after this course of Sanatogen than before the attack."

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Prof. Dr. C. A. Ewald, of Berlin University, writes:—"I have used Sanatogen in a number of cases, mainly of a nervous or neurasthenic origin, and have obtained excellent results."

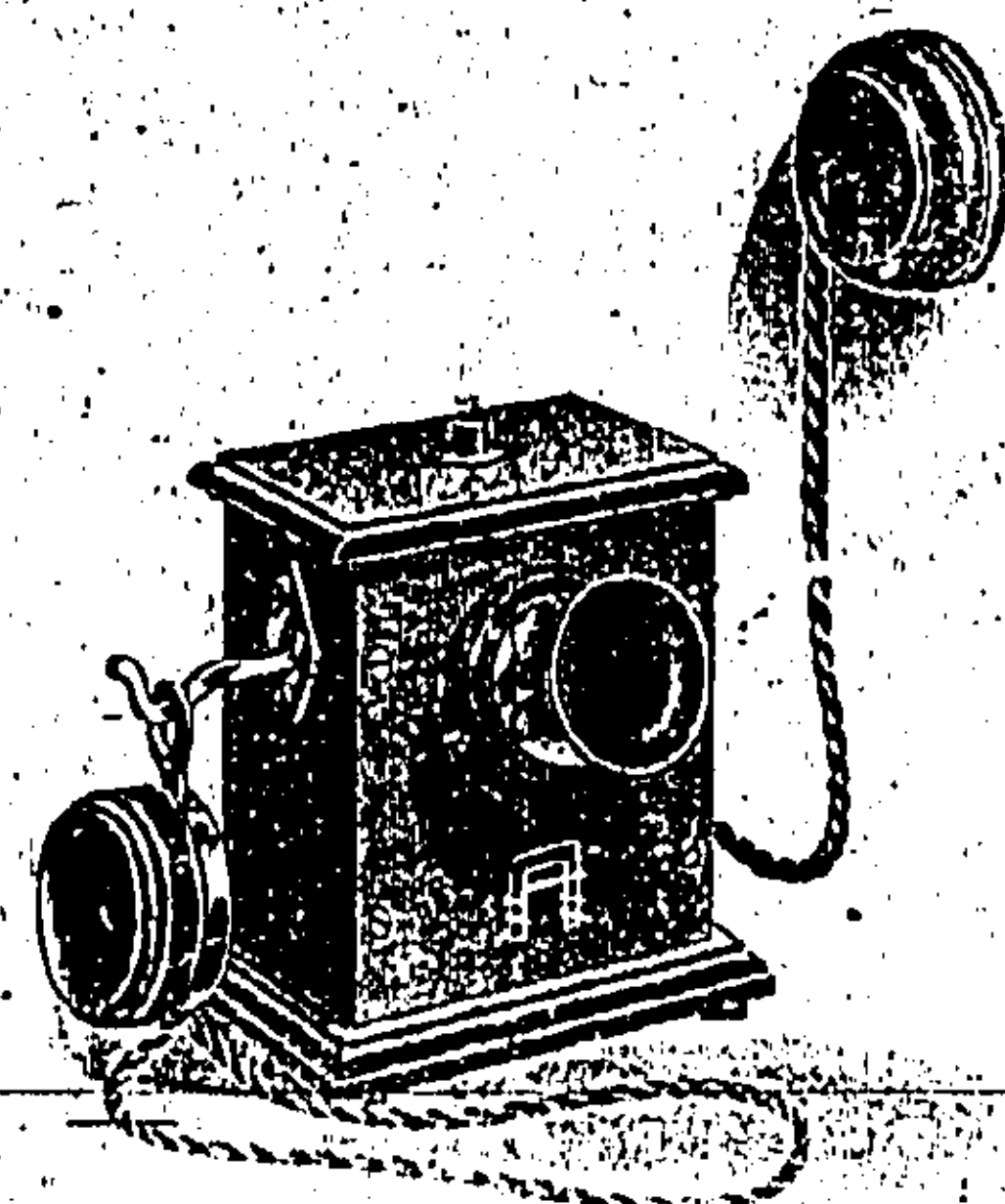
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Is Class	Stations	Time	Days	Days	Days
\$10.00	Shanghai (Steamer).....Lv.		Mon.	Tues.	Fri.
	Dairen (").....Ar.		Sun.	Wed.	
Y14.75	(S.M.R. Train).....Lv.	8.00 a.m.			
	Mukden (").....Ar.	3.50 p.m.			
Y11.50	(").....Lv.	4.05 "			
	Changchun (").....Ar.	10.30 "			
R 9.80	(Russian Train).....Lv.	11.57 "			
	Harbin (").....Ar.	8.10 a.m.	Mon.	Tues.	Sat.

Connecting at Harbin with

SOUTH BOUND.

Is Class	Stations	Time	Days	Days	Days
R 9.60	Harbin (Russian Train).....Lv.	12.07 a.m.	Mon.	Wed.	Fri.
	Changchun (").....Ar.	8.40 p.m.			
Y11.50	(S.M.R. Train).....Lv.	10.10 "			
	Mukden (").....Ar.	5.03 a.m.	Tues.	Thurs.	Sat.
Y14.95	(").....Lv.	5.15 "			
	Dairen (").....Ar.	1.20 p.m.			
Y40.00	(Steamer).....Lv.	Noon	Wed.	Fri.	Sun.
	Shanghai (").....Ar.				

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Herbert.

No. 37, Lieut.-Commr. A. A. L.

Fenner.

No. 38, Lieut.-Commr. J. R. A.

Codrington.

Acherly, despatch-boat, Comdr.

A. Lowndes, 700 tons, 4

guns, 2,000 i.h.p.

Astron, 2nd class cruiser, Captain

E. B. Kiddle, 4,300 tons, 10

guns, 7,000 i.h.p.

Atlas, admiralty tug, Master S.

West, 615 tons, 1,400 i.h.p.

Bramble, gunboat, Lieut.-Comdr.

B. L. Washington, 710 tons,

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Britomart, gunboat, Lieut.-Comdr.

J. M. Barker, 710 tons, 900

i.h.p.

Cadmus, British sloop, Comdr.

H. Lynes, 1,070 tons, i.h.p.

1,400, i.h.p.

Cherub, water tank and tug,

Master W. Smith, 390 tons,

i.h.p. 340.

Clio, British sloop, Comdr. H. R.

Voile, 1,070 tons, i.h.p. 1,400.

Fame, torpedo-boat destroyer, Lt.

Comdr. H. S. Monroe, 340

tons, 6 guns, 5,700 i.h.p.

Flora, 2nd class cruiser, Captain

J. Nicholas, 4,360 tons, 10

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Lieut.-Comdr. Hon. Guy

Stopford, 295 tons, 6 guns,

4,000 h.p.

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tons i.h.p. 22,000.

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Comdr. G. P. Leith, 180 tons,

2 guns, i.h.p. 800.

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tain George P. E. Hunt,

4,800 tons, turbine.

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Woodward, 85 tons, 240 h.p.

Oter, torpedo-boat destroyer,

Comdr. Lamb, 385 tons, 6

guns, 6,300 i.h.p.

Robin, river gunboat, Lt.-Comdr.

Cosmo A. O. Douglas, 85

tons, 2 guns, 240 h.p.

Rosario, depot ship for Sub-

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Archdale, 980 tons, i.h.p.

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Sandpiper, river gunboat, Lieut.

Comdr. E. J. J. Southby, 85

tons, 2 guns, 240 h.p.

Snipe, river gunboat, Lt.-Comdr.

Maurice B. Leslie, 85 tons, 2

guns, 240 h.p.

Taku, torpedo boat destroyer,

Gunner E. J. Trillo, 305

tons, i.h.p. 6,000.

Tamar, reopiving ship, Com-

modore Eyres, 4,650 tons, 6

guns.

Teal, river gunboat, Lieut.

Comdr. R. J. Buchanan, 180

tons, 2 guns, 800 i.h.p.

Thistle, gunboat, Lieut.-Comdr.

M. B. Baillie-Hamilton, 710

tons, 900 i.h.p.

Virago, torpedo-boat destroyer,

Lieut.-Comdr. Harold D.

Adair-Hall, 395 tons, 6 guns,

6,300 i.h.p.

Waterwitch, surveying ship,

Lieut.-Comdr. R. L. Hancock,

620 tons, 450 i.h.p.

Whiting, torpedo-boat destroyer,

Lieut.-Comdr. G. B. Har-

ford, 300 tons, 5 guns, 5,900

h.p.

Woodcock, gunboat, Lieut.

Comdr. B. B. Brooke, 150

tons, 2 guns, 550 h.p.

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Comdr. G. F. A. Mallock, 150

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The Hongkong Telegraph.

HONGKONG, FRIDAY, NOVEMBER 10, 1911.

CHINA'S FINANCES.

Whatever result attends the upheaval in China it is clear that her financial position—gloomy enough at present, in all conscience—will be rendered increasingly difficult. Prior to the war with Japan her outstanding foreign loans amounted only to a little under £48,000 sterling. At present they reach to nearly £150,000,000 sterling. Taking the average interest at 5 per cent., and speaking in our own currency, the amount which China has to pay annually is some \$73,000,000 annually; and that estimate makes no recognition of many local loans which swell the total considerably. The Budget for the present fiscal year, as revised by the Senate, puts the total expenditure at Tls. 333,000,000 and shows a deficit in revenue amounting to Tls. 14,000,000. That deficit would be greater were the war fund stronger. Some years ago China planned to have 30 Army Divisions besides one Division of Imperial Body Guards. Already 13 Divisions have been completed, but the present trouble has disclosed the fact that, however well trained the troops may be and on whatever European lines the Divisions may be modelled, they are of little account when it comes to engaging in actual warfare. The Government is short of a sufficient war fund and the troops are short of arms, ammunition and provisions. Last year the Government mapped out a programme of expansion for the navy according to which eight battleships and other vessels having an aggregate tonnage of 210,000 tons were to be constructed. The tonnage of the present Chinese navy is 45,000 so that when the programme is complete the total tonnage of the navy will be 255,000. Four naval stations are also to be established. The annual expenditure in this direction is put at from Tls. 36,000,000 to Tls. 44,000,000.

Whatever happens now some programme of the kind will no doubt be faced. How is China to meet such a heavy expenditure? Except the Customs revenue there is no financial source from which to draw, and the Customs duties do not admit of any further drain. There comes a point always when an increased tax designed to swell revenue has quite the opposite effect. There is, therefore, no hope of increased revenue from that quarter. Indeed the present struggle, with its disturbing effect upon trade, is bound for a time to have the effect of decreasing the income from taxes while driving expenditure up to a figure higher than usual. China, therefore, no matter which side emerges victorious, must inevitably have recourse to further foreign loans, and her financial position will be rendered increasingly embarrassed. The situation at the moment is one of acute and peculiar interest. The greater the loans contracted by China the closer do the creditor countries come into touch with and gain control of China's finances. And with the Powers waiting to seize every available interest in the Far East there are immense possibilities in the present situation.

DAY BY DAY.

There is in every productive energy something mysterious and sacred, which it behoves us to consider as above discussion and judgment.

The French Mail of October 10 was delivered in London on the 9th inst.

Mr. F. Heise, who at one time was resident manager of the Shanghai Life Insurance Co. at Penang, has been appointed inspector of branches for the company.

We regret to announce the death of Mr. Kyle Holme, who for many years was manager of Messrs. Jardine, Matheson & Co., at Kobe and in Nagasaki. The sad event occurred in Manchester on October 10, in his seventy-third year.

In the Summary Court this morning, the case was mentioned of M. P. Talati against F. K. Tata for the recovery of \$1,000. The case was adjourned for a fortnight, mutual discovery being ordered. Mr. Hung of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff and Mr. J. H. Gardiner for the defendant.

Mr. F. J. Benfield's long connection with the Singapore Municipality came to an end on the 31st ultimo, and his place as Financial Assistant has been taken by Mr. Marsh, from the Penang Municipality, but the title, however, is changed to that of Accountant.

Yesterday evening a very excellent concert was given at the Seamen's Institute in aid of the funds of the institution. There was a very fair attendance. The artists were: Col. A. R. Reynolds, A. S. C., Pto. T. Ainsworth, K. O. Y. L. L., Master Gunner Day, R. G. A., Pto. R. F. Davis, R. M. L. L., Cpl. Reynolds, A. S. C., Pto. Wills, K. O. Y. L. L., Lieut. C. V. S. Skrimshire, R. G. A., Mrs. A. Lamb, Messrs. Best, Lashbrook, Reynolds, and Harper, Seamen J. Oakley and J. Upton, Bomb. Harper, R. G. A., Pto. Shafter, K. O. Y. L. L., Master Gunner Day, R. G. A., Mr. W. Davies.

At Seattle on the 4th ultimo Lena Young, a white woman, young and well-educated, was granted a divorce by the Superior Court from Henry Uyeno, a Japanese whom she married May 11th, 1910. "I was employed as stenographer in a Japanese wholesale house when I first met Uyeno," she told the Judge. "He was very kind and attentive and I suppose I became infatuated with him. He came to a night English school where I was teaching a Japanese class, and would often see me home. Two hours after I married him I realized my error, and two weeks later left him and returned to my parents. I learned too late that he was not the merchant he claimed to be, but a common ordinary Japanese gambler. All my friends have deserted me but the few I have here in the Court-room." The case was not contested.

Harbour Offences.

Two boatowners were fined \$5 each and six \$3 each in the Marine Court to-day for anchoring their boats in a prohibited area.

House-Boys Leaving.

There is a rumour current in the Colony that local house-boys are deserting in order to join the revolutionary cause at Canton. Their recruit is promised the sum of \$25.

Crickets.

The following will represent the Hongkong Cricket Club against Kowloon on the Club ground to-morrow, match to begin at 2 p.m.:—R. Hancock, H. Hancock, A. E. Fowler, H. R. Makin, D. E. Donnelly, W. Warburton, Col. Hamilton, O. T. Hove, D. G. Bernard, R. J. Saunders and C. J. McNulty.

Thirsting for Glory.

A somewhat amusing case was heard at the Magistracy this morning, when a Chinese was charged with unlawfully being in possession of a long sword in a red sheath. The man was found on board the Canton steamer Hoanm this morning wearing the weapon at his side, Canton being said to be his destination. The sum of \$400 was found on his person. He was fined \$40. The fine was paid.

CANTON VICEROY FLEES.

Seeks Asylum in Hongkong.

Writing from Canton yesterday our correspondent stated that H.E. the Viceroy and his private secretary Wu Ming-pun, escaped to the Shamoon in chairs, and took refuge in the British Consulate. They were subsequently escorted to the British destroyer H.M.S. Handy, by which they came to Hongkong. Admiral Li Chun and Field Marshal Liang Chaikwong are nowhere to be found in Canton, and it is generally believed there, that they have escaped to Hongkong also. Cho Chung, the Canton prefect, and Im Ku-oh, the Thotai of Constabulary, left for Hongkong yesterday morning's boat.

The Viceroy of Canton arrived in Hongkong yesterday afternoon, and was met by the Governor's launch. On landing he was escorted by a squad of police to Government House.

In the absence of the Viceroy, who would have been made Commander-in-Chief, those attending the meeting of the Provincial Assembly elected Wu Han-man to the office. As the latter has not yet arrived in Canton, Lieut.-Col. Chang Chuen-kwai fills the office *pro tem*. Chiu King-wa is the Thotai of Constabulary.

Scenes in Canton.

Scenes of unparalleled rejoicing were witnessed in Canton yesterday, according to our correspondent. At noon a salute was fired in honour of the declaration of independence and great outbursts of rejoicing were seen aloft and ashore. In the city itself, flags bearing the inscription "Prosperity to the Republican Government" were flown, and from noon for fully two hours a continuous rattle of crackers was to be heard.

On the river and forts at Bocca Tigris the Dragon flag gave place to the republican symbol, and even the steam launches added their quota to the prevailing noise. In the Tartar City all was quiet.

VICEROY ENTERTAINED.

Assured of Safety.

We have been officially informed that Mr. Chang Ming-chi, late Viceroy of Canton, arrived in Hongkong yesterday evening on board H.M.S. "Handy," with Mr. Wei Man and Mr. Wei Tzu Ching, looking very ill and worn.

He has taken up his residence in Hongkong for a few days and his future plans are uncertain. The ex-Viceroy and Mr. Wei Tzu-ching dined with H.E. the Governor to-day at Government House, together with the Hon. Dr. Ho Kai, the Hon. Mr. Brewin and Mr. Harris, (who acted as interpreter in Mandarin). Mr. Wei Man was too unwell to accept the invitation.

His Excellency had a long conversation with his guests and told them that they could be assured of safety and protection during their short stay in a British Colony.

FOOTBALL.

Hongkong Football Club v. Naval Yard.

Match to be played on Saturday on the Naval Ground, commencing 4.15 p.m. Referee, Corporal Smith.

The following will represent the Club:—Goggin; Hamilton and McGubbin; Moon, Barlow and Wilkie (G); Forde, Hedley, Brown, Wilson and Roberts.

Cigarettes continue to be retailed at high prices in Penang, as the few recent shipments to hand have by no means met the demand, and several well-known brands have not in consequence, been reduced to their normal rates.

The latest and simplest cure for cholera according to the "Ceylon Mail" comes from Asiatic Turkey. Quite recently there had been a terrible increase of cholera at Smyrna. After experimenting, some of the Smyrna doctors have discovered that a cure for cholera is in the form of iodine taken internally in drops. The percentage of recovery is not yet known.

LEGISLATIVE COUNCIL.

Below are given the proceedings of the Legislative Council yesterday afternoon, which had not concluded when we went to press:—

Not Businesslike.

Hon. Mr. Thomson in reply to the strictures passed by hon. member representing the Chamber of Commerce as to the unbusinesslike manner in which the balance-sheet was drawn up, said that it was not intended to be such. It was merely a statement setting out the financial position of the Government.

The Director of Public Works said that hon. member representing the Chamber of Commerce had complained as to the progress of the Tytam Tuk reservoir. He did not know from what source hon. member had obtained his information, as it was impossible for outsiders to find out what the rate of progress was, and if the information had been obtained from outside sources, it was pure talk. As regarded the design of the Law Courts, the work was entrusted to an eminent London architect and he thought it somewhat bold on hon. member's part to criticise that gentleman's abilities; he questioned hon. member's qualification to do so. He wished that hon. member had confined himself to facts. Hon. member had said that the time occupied in building the Law Courts was 13 years and the Post office 10 years. As a matter of fact, the original estimates were framed in 1900 and the time taken to complete the Courts was 7.1.2 years—a difference of 25 per cent.

The Capt. Superintendent of Police spoke on the question of traffic, and said the matter was receiving the attention of the Police.

His Excellency Replies.

His Excellency replied at some length to the various points which had been raised by Hon. Mr. Hewett, and dwelt on the educational question, and said that any well-thought-out scheme to promote vernacular education would always receive his sympathy.

Regarding the suggestion that the grant to the University should be increased from \$9,000 to \$13,000, His Excellency was of opinion that as the community would directly benefit by the University, each should bear a fair share of the burden. He would suggest, however, that Council subscribe a capital sum, which would be spread over a number of years, and the interest on that sum would go to pay the wages of the professors, etc. A capital sum of two lakhs would be sufficient for five years. With regard to a wireless installation, negotiations were proceeding for the establishment of a wireless station in Hongkong. His Excellency then proceeded to deal with the allegations of Hon. Mr. Hewett against the Public Works Department, and the suggestion to form a Commission of Inquiry. Such a course was a very useful and very often an indispensable form of introducing reforms, and no doubt if it were misused it was undoubtedly a convenient way of shifting responsibility from the shoulders of those who ought to take it. A commission was often regarded by the general public as a sort of bogey-man who was usually invoked to expose the secrets of administration. If bribery or peculation or secret commissions or favouritism or anything of that sort were alleged, a Commission was an excellent moral search-light, and was most useful, but he was glad to say that in British Colonies it was very seldom that charges of that sort were brought against any department.

A Commission of Inquiry.

A Commission of Inquiry was sometimes most heartily welcomed by those concerned, as it would be in this case, as it gave officials the opportunity of publicly proving how they had endeavoured to serve the public, and how often they had been mistaken in criticism which had been based on insufficient information. There were certainly several matters in connection with the Public Works Department with which he had been dissatisfied, but they in no way reflected on the conscientious and hard-working officials at the head of the department, in whom he had from his predecessor's own lips, that he also had utmost confidence. He proposed to investigate the

subject fully and collect facts, and form his own views on it. Then, if necessary, a Commission could be formed. In any case, he would give the Legislative Council a full opportunity of discussing a clear issue.

A Vexed Question.

Referring to Hon. Mr. Hewett's remarks regarding the opium compensation, His Excellency said that he was bound to say he did not personally share the views expressed by the Hon. Mr. Hewett. He considered it was not a dignified position for a Colony of the importance of Hongkong to be suing in *forma pauperis* for additional grants. The hon. member had suggested a lot of things which would all mean additional expenditure. He was quite in accord with him. It was his poverty, and not his will, that consented to the estimates as they stood. So far as the trade of the Colony was concerned, he hoped they were turning the corner, and so far as the Budget went, the prospects, he thought, were not bad.

The Bill was read a second and third time and was passed.

THE CHIT SYSTEM.

Point Raised by Puisse Judge.

In the Court of Summary Jurisdiction this morning, Messrs. Weismann, Ltd., sued John F. Souza to recover the sum of \$21.05.

Mr. F. d'Almeida e Castro appeared for the plaintiffs. Defendant was absent.

Byramjee Cawasjee Mody, Secretary to the Company, stated that the claim was in respect of meals and refreshments supplied.

His Lordship—Alcoholic?

Mr. Mody—I am not quite sure. Mr. d'Almeida said that the question was immaterial unless defendant himself raised the point.

His Lordship—If the claim is for liquors I should disallow it. It is against public policy. (To Mr. Mody) Have you a licence?

Mr. Mody—Yes, my Lord.

His Lordship—I won't press the question.

On the claim being proved, judgment was entered for the plaintiff with costs.

UNCLAIMED TELEGRAMS.

The following is a list of the unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong. Courton (2), Downauke, Fungahing West Road Central; Hirako, Co. Hongkong, Hongkong, Jerhong, Jeme Trengow Canton Har-kow Railway Co., Kong man-of-war "Haiyung," Kungwingshing, Lock Thinderich Passenger Ernest Simon, Torachi Tokunaga, 135, Victoria street; 1616, 7079, 1795, 3458, 5436, 1585, 4410, 5073, 2232, 2121, 1820, 2533, 2645, 6797, 2393.

The following are lying in the Eastern Extension Australasia & China Telegraph Company's Office at Hongkong:—Blue, care Hongkong Hotel, Sydney; Chin-jung-shan No. 98 Tanshin Lodging House, Singapore; Chuijobin Nam-pukhong, Mantin; Defer, C. Shanghai; Doonan, Melbourne; Guanhuathung, Bangkok; He-pheing, Singapore; Hupsenglong, Bangkok; Inada Tsuruya Hotel, Taipei; Komatsu Akaka, Taiwan; Kwonghenghuat, Bangkok; Ku Mr. No. 4 Kennedy Road, Macao; Langdon Captain care American Consul, New York; Leamingloo passenger steamer Seng-choon, Singapore; Leongsum 11 Jobra street, Singapore; Lopez Pacific Mail, Hilo; Lun-anon 71 Street Toluway, Saigon; Massey, Shanghai; Mesquon Astor, Hanoi; Moore care American Consul, Manila; Ng Mr. No. 4 Kennedy Road, Macao; Pak Ohon Mr. No. 4 Kennedy Road, Macao; Peck, Oakland Cal.; Schmidt Hubert Hongkong Hotel; London; Sawellinsiang passenger steamer Sengchoon, Singapore; Smith, Pompey, Manila; Stockwell, Sydney; Taok Hing Teashop Central, Saigon; Tarkloawo, Penang; Tianji, Manila; Worlein, Singapore; Yarra, Manila; Yungthai, Laos.

NOTES AND COMMENTS.

Cheap Morality.

The Hon. Mr. E. A. Hewett spoke strongly in the Council yesterday on the question of the suppression of opium divans and the compensation granted by the Imperial government. Taken either from a quasi-moral standpoint, or regarded in a purely business light the policy forced on Hongkong was bad. The closing of divan did not stop opium smoking, as a visit or two to the police courts will show and, on the other hand, the compensation is not only inadequate; it is unjust. The revenue lost to the Colony is something over \$200,000 per annum, and in three instalments we shall receive \$340,000, equal to about one and a half year's purchase. The inflation of other peoples' morals on the Chinese who have smoked opium since 1820 is bad enough, but even virtue becomes a vice when it is an enforced attribute. A more equitable compensation would be some sum of about \$2,000,000, but morality at that price is too dear even for the most enthusiastic reformer.

Hongkong's Visitor.

The flight of Chan Ming-chi, the Viceroy of Canton, to Hongkong, and his claim for asylum, seems to throw a clear light on the erstwhile mystery of his vacillatory methods. His flight may be read as a final declaration that throughout he was a true servant of the Imperial Government, and one with whom the oblation of bloodshed was an end to be desired. If the sophism "The end justifies the means" could ever hold good, Chan Ming-chi would almost establish it as an axiom. He retained the City for Imperialism to the last possible moment, by all the arts of diplomacy, and when he realized his ultimate failure, he could be no party to the change, but declared his fealty and left Canton, where he might have been a force for good on the Republican side. As it is, he is a fallen opponent, but all credit is due to him for the manner in which he kept the lid on the seething cauldron and the foresight he displayed in removing it at the most opportune moment by his concurrence with the inevitable.

Sunday Aviation.

It appears that to the Sunday golf question, which exercises the minds of some good people, must now be added that of Sunday flying. Miss Moissant, the sister of the ill-fated man who first achieved the whole distance from Paris to London by aeroplane, has brought it to a head by her performances at Long Island, where Sabbatarian feeling still persists with an influential section of the community. It induced the authorities to determine upon Miss Moissant's arrest if she flew again on a Sunday; but Miss Moissant triumphantly scored off the law. According to the "Daily Mail" version, she flew up, defying the sheriff's arrest her in the air, and although he caught her when she came down before she could motor off out of his jurisdiction, he had no warrant with him, and as it was after sunset, the local magistrate refused to issue another. It appears that no gate-money had been charged, and, if that is so, it is difficult to see how the law could interfere either in America or in England. An aviator is just as much entitled to travel on Sunday as a motorist, cyclist, or pedestrian. Perhaps some broadminded minister of religion will invite aviators to drop in for morning service, just as others have invited cyclists to do, and aviation-hangers may even become a church parade in some places as bicycle-stands have. "All Things to All Men."

It appears that Mr. Sidney Webb, the eminent Socialist economist, has been the recipient of the hospitality for which Seoul is becoming famous, and was invited by Count Terachi to luncheon, at which a number of other officials, including Major-General Akashi, were present. It is evident, bitingly remarks the *Japan Chronicle*, that the Japanese officials, in Japan or in Korea, remember Paul's injunction to be all things to all men, especially when they are influential foreigners. In Seoul Mr. Webb's socialist lecturer's Socialist is entertained by the Governor-General; Mr. Webb, a collector of Socialists, would be either under police surveillance or be entertained under very different auspices.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.
The only line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.
Connecting with Royal Mail Atlantic Steamers.
(Subject to alteration.)

From Hongkong	From St. John, N.B.
"EMPEROR OF JAPAN".....Sat., Dec. 2.	"EMPEROR OF BRITAIN".....Fri., Dec. 20.
"MONTAGUE".....Sat., Dec. 30.	
1912	1912
"EMPEROR OF INDIA".....Sat., Jan. 27.	"EMPEROR OF IRELAND".....Fri., Feb. 23.
"EMPEROR OF JAPAN".....Sat., Feb. 24.	"EMPEROR OF IRELAND".....Fri., Mar. 22.

S.S. "MONTAGUE" calls at Moji instead of Nagasaki.
Steamers will depart from Hongkong at 7 a.m.
Each Trans-Pacific "Emperor" connects at Vancouver with a Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.
Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping-Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-
Passenger in Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials posted in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.
R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.
Via Canadian Atlantic Port.....£43. Via New York.....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDOCHINA STEAM
NAVIGATION CO. LTD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA.....	YUENSANG	Saturday, 11th Nov., 2 p.m.
SHANGHAI.....	KWONG SANG	Sunday, 12th Nov., D'light.
TIENTSIN.....	CHIPSHING	Sunday, 12th Nov., D'light.
SINGAPORE, PENANG, & CALCUTTA.....	FOOKSANG	Monday, 13th Nov., Noon.
MANILA.....	LOONGSANG	Saturday, 18th Nov., 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kutang," "Namsang," and "Fookang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chusan, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Khat, Lahad Datu, Singapore, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215. General Managers.
Hongkong, 10th November, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"STRATHLYON".....	J. R. Shaw	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.
These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to American and Canadian Ports.
For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 20th October, 1911.

NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth, and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.
S.S. "DUNERIO"..... 3,000 tons..... To be despatched end Dec.
S.S. "KATANGA"..... 6,000..... To follow
and regularly thereafter.
For rates of Freight or Passage, apply to
THE BANK LINE, LIMITED,
Managing Agents.

Prop. Dec. 20th August, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

Destinations	Steamers	Sailing Dates
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000 HITACHI MARU, Capt. T. Yamawaki, T. 7,000 MIYASAKI MARU, Capt. T. Murai, T. 9,000	WEDNESDAY, 22nd Nov., at D'light. WEDNESDAY, 6th Dec., at Daylight. WEDNESDAY, 20th Dec., at Daylight.

VICTORIA, B.C. & SEATTLE.....	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 2nd Dec., from KOBE
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, CHU, and YOKOHAMA.....	INABA MARU, Capt. S. Tomimaga, Tons 7,000 TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 6th Dec., at Noon. TUESDAY, 2nd Jan., at Noon.
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SYDNEY & MELBOURNE via MANILA, TURBAY ISLAND, and DUBLIN.....	YAWATA MARU, Capt. T. Sekine, Tons 5,000 NIKKO MARU, Capt. M. Yagi, T. 6,000	FRIDAY, 24th Nov., at Noon. THURSDAY, 21st Dec., at Noon.
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N'SAKI, KOBE & YOKOHAMA.....	NIKKO MARU, Capt. M. Yagi, T. 6,000	WEDNESDAY, 22nd Nov., at Noon.
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KOBE & YOKOHAMA.....	KITANO MARU, Capt. C. F. Cope, Tons 9,000	THURSDAY, 23rd Nov., at 11 a.m.
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SHANGHAI, MOJI & KOBE.....	BOMBAY MARU, Capt. T. Mori, Tons 5,000	WEDNESDAY, 23rd November.
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BOMBAY, SINGAPORE & COLOMBO.....	TOSA MARU, Capt. T. Sato, T. 6,000	TUESDAY, 14th November.
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* Fitted with a new system of wireless telegraphy.
* Carries deck passengers. * Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBE and CALCUTTA.

Regular service (once in every 13 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.
The next steamer to sail from Hongkong is:
"MIKE MARU"..... Tons 4,000...Capt. M. Tabusa...Nov. 15th.

1912 PASSENGER SEASON, 1912

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawana	Feb. 14th.
KAMO MARU	9,000	T. L. Schuster	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 13th.
MISHIMA MARU	9,000	A. C. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Murai	May 22nd.

FOR SEATTLE.
INABA MARU 7,000 S. Tomimaga Feb. 27th.
TAMBA MARU 7,000 K. Noda Mar. 26th.
SANUKI MARU 7,000 T. Irizawa April 9th.
AWA MARU 7,000 T. Irizawa April 23rd.
INABA MARU 7,000 S. Tomimaga May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.
T. KUSUMOTO,
Manager.

CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI.....	"ANHUI".....	11th Nov., M'night.
MANILA, CEBU & ILOILO.....	"KAIFONG".....	14th " 4 p.m.
WEIHAIWEI, CHEFOU & "KUEICHOW".....		14th " 4 p.m.
TIENTSIN.....	"CHENAN".....	15th " 4 p.m.
SHANGHAI.....	"LINAN".....	18th " M'night.
MANILA, CEBU & ILOILO.....	"TAMING".....	21st " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Two crew steamers "Tsun" and "Taming" saloon accommodation amidships; electric fans, toilet; extra state-rooms on deck, etc. Saloon accommodation of S.S. "Kaifong" is situated on deck, etc.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chikwa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the long and tedious transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to
BUTTERFIELD & SWIRE

(S) and (S) 25.
Hongkong, 10th November, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
TO

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Rotterdam, Hamburg & Antwerp:
S.S. Seandia.....14th Nov.	S.S. "Sechen".....12th Nov.
"Dominand".....5th Dec.	For Rotterdam, Hamburg & Antwerp:
"Segovia".....14th Dec.	S.S. "Arcadia".....16th Nov.
"Silesia".....27th Dec.	For Havre, Bremen & Hamburg:
"Ambria".....10th Jan.	S.S. "Friedrich".....2nd Nov.
"Goldraut".....24th Jan.	S.S. "Savonia".....7th Dec.
	For New York:
	S.S. "Vandalia".....23rd Nov.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.
[956]

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO.....	4000	M. O. Smith	MANILA, CEBU & ILOILO	FRIDAY, 10th Nov., 4 p.m.
RUBI.....	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 20th Nov., 4 p.m.

For Freight or Passage apply to—

SHEWAN TOMES & CO.
GENERAL MANAGERS.

Hongkong, 1st November, 1911. [14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.
Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving

For Freight and Passage, apply to
A. R. MARTY,
24, Des Vaux Road.
Telephone 118.
Hongkong, 12th June, 1911. [1083]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO. LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS.....	20th Oct.	Saturday, Nov. 11.
EASTERN.....	17th Nov.	" " Dec. 9.
AUDENHAM.....	1st Dec.	" " Dec. 23.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to
Gibb, Livingston & Co.,
Agents. [987]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.
PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru".....	21,000	W. W. Green	Dec. 1st, Noon.
S.S. "Nippon Maru".....	11,000	A. G. Stearns	Dec. 22nd, Noon.
S.S. "Tenyo Maru".....	21,000	E. Bent	Dec. 29th, Noon.
S.S. "Shinyo Maru".....	21,000	H. S. Smith	Jan. 19th, Noon.

These steamers are equipped with Turbine Engines and Triple Scares. All steamers carry Japanese Government wireless telegraph and post office. The steamer CHIYO MARU will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on FRIDAY, the 1st December, at Noon.
INTERMEDIATE SERVICE.

The S.S. "Nippon Maru" will be run as an Intermediate Steamer on and from 22nd December, 1911. Rates of passage furnished on application.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Mazatlan and the Tehuantepec National Railway at Salina Cruz.)
Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).
Steamer Tons Date of Sailing

Hongkong Maru.....	11,000	Wednesday, Dec. 13, Noon.
Kiyo Maru.....	17,500	Tuesday, Feb. 13, Noon.
Do. Do. "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via HONOLULU on WEDNESDAY, 14th Dec., at Noon.		

For further particulars as to Freight and Passage, apply to
K. MATSUDA, Agent.
KING'S BUILDING, Praya Central, [984]

COMMERCIAL.

Japan's Financial Policy.

Reuter's representative has had an interview with Mr. Kenjo Mori, Japanese Financial Commissioner in Europe, who has recently arrived in London from Tokyo. Discussing the financial situation he said:—

The new Finance Minister, Mr. Yamamoto, is an eminent banker, whose unrivalled knowledge will greatly help in placing on a solid basis the financial policy of the Marquis Saionji's Cabinet. There is no doubt that there will be no change of policy regarding the national loan, and that there will be no reduction in the amount of the Sinking Fund to be applied every year at home and abroad. As to the general position, the Japanese rice crop—the most important factor in our economic life—shows this year a total of 53,000,000 koku, an increase of some 6,000,000 koku as compared with last year (a koku is about two bushels). This is the best ever recorded in Japanese annals, and will result in increased wealth to the farmer, class, increase of purchasing power, and a stimulus to commercial and industrial activity, and thus tend to the reduction of imports of foodstuffs, helping to maintain a fair balance of foreign trade. The silk industry, the greatest factor in our export trade, is also in an excellent state, and up to the end of August last shows an increase of 9,200,000 yen over the same period of last year. The export to America is expected to show an enormous increase, owing to the great demand in the United States.

As to the foreign trade in general, it is true that the excess of imports over exports reached the figures of £12,000,000 up to the end of August, but one-third of this is not a natural increase, but due to the energy of the foreign exporter, in view of the increased tariff resulting from the revision of treaties, so that imports will be greatly reduced in the latter part of this year. Railway traffic is very good, and the Imperial Railway recorded an increase of 5000,000 yen in the takings from April to August over that of the previous year—a fair sign of prosperity. Although the increase in the number of new enterprises is less than last year, the capital shows an increase. Paid-up capital is more by £8,000,000 than that of last year. This shows the company-promoting of a speculative nature is declining, and that enterprises of the more solid and reliable description are on the increase—an indication of a healthy state of commerce and industry.

Hayop Rubber Estates.

The report of the Hayop (Dutch Borneo) Rubber Estates, Limited, states that the directors have deferred convening the meeting until they were in a position to report the formation of the necessary Dutch holding Company. This Dutch Company has now been formed, and will hold the properties in accordance with the requirements of Dutch laws. All the shares in the Dutch Company will be held by this Company. The estimated output by Mr. McKenzie of rubber for 1911 is 3,000 lbs.—3,000 lbs. from Fious and 3,000 lbs. from Heva trees. It has been decided, however, to collect only 2,000 lbs. from Fious, the trees being young and the first tapping being in the nature of an experiment to enable the management to decide as to the best system of tapping to adopt. Tapping of the Fious commenced about the middle of May this year, and the amount of dry rubber harvested to the middle of September was 1,133 lbs. Tapping of the Heva was commenced in August, and the crop harvested to the middle of September was 220 lbs. dry. According to the latest advice the resident labour force on the estate is 753 Javanese coolies. These are supplemented by local labourers, who are available in varying quantities, according to the season of the year.

To Gail

An appendix shows that included in the British Navy Estimates for the current year is an estimated amount of £3,921,200 for pensions, coast guards, reserves, and steamship subsidies, for which no corresponding provision exists in the votes of foreign Powers, except France and Italy.

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